

COUNTRY 34 Germany (Soviet Zone) SECURITY INFORMATION

REPORT NO.

25X1A

TOPIC Brand/Briesen Airfield

CONFIDENTIAL

EVALUATION see below PLACE OBTAINED [redacted] 25X1A

DATE OF CONTENT 11 to 17 November 1951 25X1A

DATE PREPARED 4 January 1952 25X1

REFERENCES [redacted] 25X1A

PAGES 3 ENCLOSURES (NO. &amp; TYPE) [redacted]

REMARKS [redacted]

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1. On 17 November 1951, [redacted] of the construction projects at Briesen [redacted] work on the buildings north of the runway will be started in the spring of 1952. The funds required for this project have already been allocated. All installations south of the runway were completed or are nearing completion. Project I is going to be an underground fuel dump with a capacity of 2,000 cubic meters. Twenty fuel containers, each with a storage capacity of 50 to 100 cubic meters were delivered. (2) The concrete cover of the fuel dump will be 1 meter thick. Project II comprised a repair hangar, three workshops, storage facilities for potatoes and two warehouses with a spur track. (3) Of Project III, only the garage, the guardhouse and the transformer station were completed, while the other buildings, low brick quarters for EM, were to be built in the spring of 1952. (4) Project IV, also known as a wood camp, was to become an ammunition dump. The runway was designed for a ground pressure of B 280 (sic). Its concrete cover was 20 cm thick.
2. On 17 November, the commanding officer of the air force unit which was to occupy the field landed there in a single-engine plane. He inspected the field with 17 officers. A Soviet advance party was already present at the field. (6)
3. More German workers were discharged so that only 500 to 600 men remained at the field on 11 November. Concretion progressed slowly. The construction staff had moved into the temporary buildings of the VEAB just west of Brand railroad station.
4. The eastern end of the runway terminates at the path which leads from Neuschenke toward the northwest. Thus, the runway has a total length of 2,500 meters. The wooded area west of the flying lane was cleared except for some trees east of the railroad line. West of the railroad line, only the high trees were cut. The western turning apron had a light grass cover; the eastern turning apron was to be sown with grass after 12 November. No work was done on the hardstands along the southern taxiway. The western spur branching off from the taxiway was concreted. It had four hardstands. The eastern spur track of the taxiway was graded. (7) Of the northern taxiway, the stretch toward the northeast, the curve and a 50-meter stretch to the south [redacted] were [redacted]

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5. One fuel container, 8 meters long, was observed at the side of each of the four pits of the fuel dump and a 16-meter container was lying by the highway. The pits, about 10 meters apart, had an estimated depth of 6 to 8 meters.

6. Construction on additional quarters in Jagen (Forest-sub-area) 70 [redacted] continued. (8) Excavation for a large building, probably a workshop, was also started there. Telephone lines were being laid to the officers billets. Two German trucks with furniture had arrived there.

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7. Between 9:30 and 11:30 a.m. on 14 November, [redacted] crossed the entire area of the field together with a worker. The runway, the taxiway south of and parallel to the runway, [redacted] were completed. Large [redacted] Force soldiers were [redacted] of the [redacted]. Another taxiway parallel to the [redacted] runway by the spring of 1952. Work on the [redacted] work on the runway was to be completed by 21 December 1951. The hardstands on both sides of the taxiway were called ears by the construction workers.

8. Several concrete bunkers, each 6 meters long, 4 meters wide, 5 meters deep and about one fourth above the ground, were constructed between the taxiway and the road to Krausnick about 1 km northwest of Neue Schenke. (10) Two vent pipes were observed on the bunkers. The above mentioned worker said that the bunkers had a concrete cover which was 3 meters thick. (11)

9. Low wooden quarters were erected between the taxiway and the road to Krausnick about 2.5 km west of Neue Schenke. The Soviet guard detail which was previously housed in tents was to move into these buildings. Personnel observed at the field included 14 officers and 280 EM who were engaged in various details such as hauling stones from the railroad station to the field, for which trucks [redacted] were used. (11) VP details patrolled the field.

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(1)

(2) For location of Project I, see Annex 1.  
 (3) For location of Project II, see Annex 1. For detail sketch, see Annex 3.  
 (4) For location of Project III, see Annex 1. For detail sketch, see Annex 4.  
 (5) For location of the wood camp, Project IV, see Annex 2. For detail sketch, see Annex 5.

(6)

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(8)

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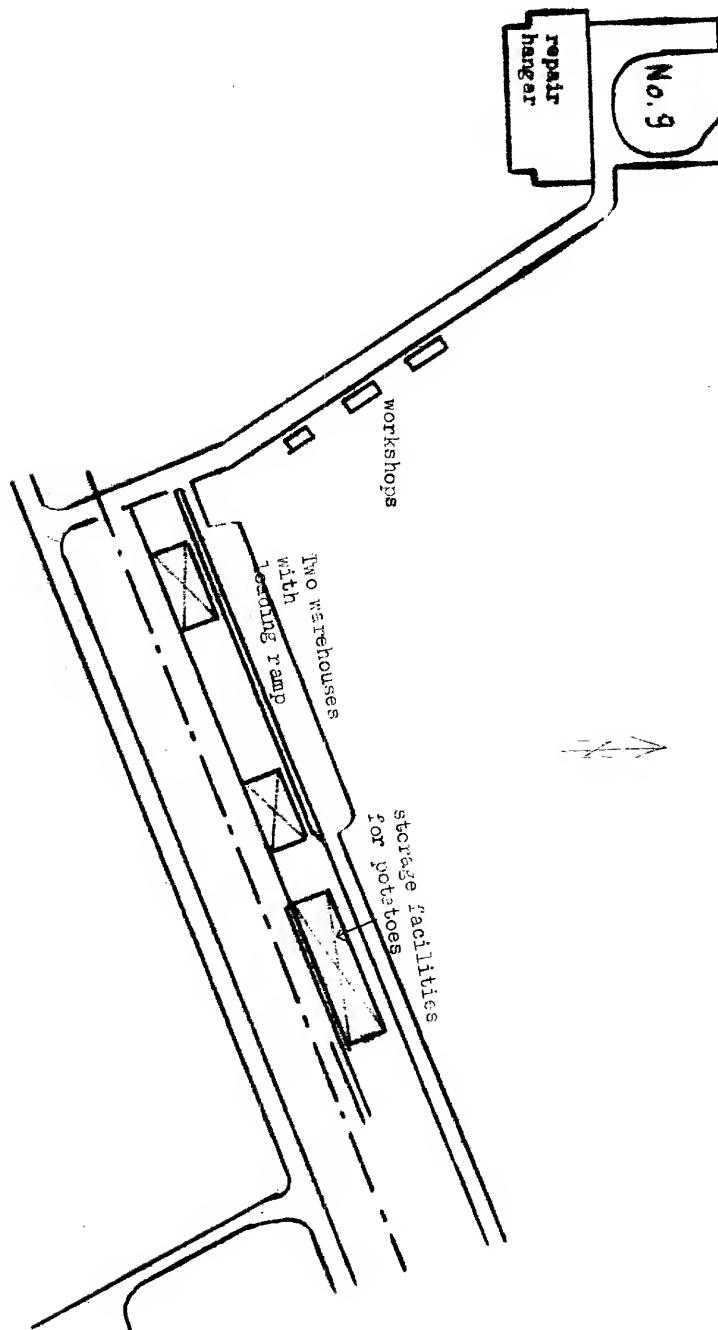
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ANNEX TO

Legend:

Detail Sketch of Project II at Brand Airfield

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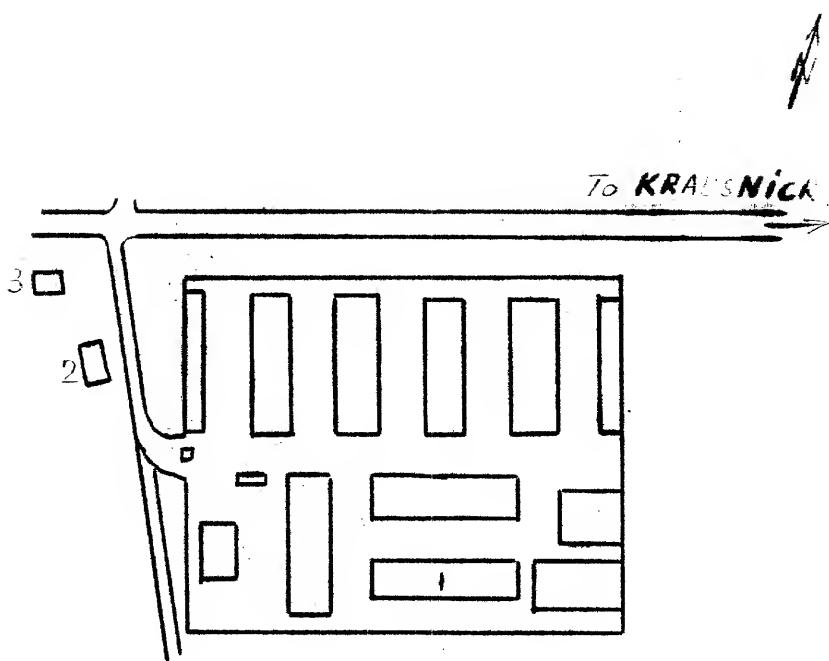
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Annex 4 to

Detail Sketch of Project III at Brand Airfield



**Legend:**

- 1 Garage
- 2 Guardhouse
- 3 Transformer

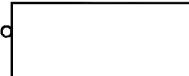
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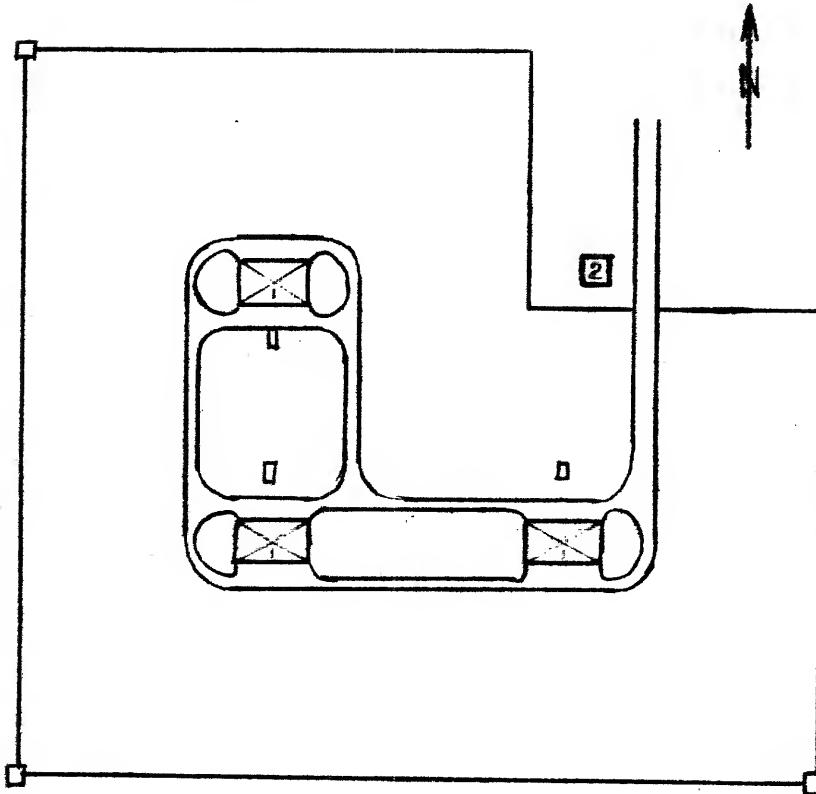
Annex 5 to



Detail Sketch of Project IV at Brand Airfield

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Wood Camp



*Legend*

- 1 Wooden sheds (25x15m)
- 2 Guard house

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